



DEPARTMENT OF THE NAVY

COMMANDER NAVAL AIR FORCE RESERVE
4400 DAUPHINE STREET
NEW ORLEANS, LOUISIANA 70146-5200

IN REPLY REFER TO:

COMNAVAIRESINST 3740.1B

N37

24 AUG 03

COMNAVAIRES INSTRUCTION 3740.1B

Subj: FEDERAL AVIATION ADMINISTRATION (FAA) PILOT EVALUATIONS
ABOARD COMMANDER, NAVAL AIR FORCE RESERVE (COMNAVAIRES)
AIRCRAFT

Ref: (a) OPNAVINST 3710.7S

1. Purpose. To establish procedures for conducting FAA Pilot Check Flights aboard COMNAVAIRES aircraft.
2. Cancellation. COMNAVAIRESFORINST 3740.1A.
3. Action. COMNAVAIRES commands desiring FAA check flights for qualifying pilots will submit a request to COMNAVAIRES via the appropriate wing for each pilot recommended. The request is required for all FAA examiners regardless of civilian or military affiliation. Pilots requesting FAA check flights will be current aircraft commanders or previously qualified aircraft commanders in the type aircraft used for the FAA examinations. FAA check flights will not be conducted on initial aircraft commander qualification flights. Requests will contain the following information:
 - a. Rank/name of pilot requesting evaluation flight
 - b. Type of flight with which the FAA flight check will coincide
 - c. Location where the evaluation is to take place
 - d. Desired month of check flight
 - e. Name of FAA examiner (if known).

Requests will be submitted a minimum of three weeks in advance of the desired evaluation flight to allow for sufficient processing time. Conduct of the flight will be per reference (a) and the applicable Naval Air Training and Operating Procedures Standardization (NATOPS) manual. All flights will be assigned flight purpose code 2L4 or 2L5. The squadrons Master

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Flight Schedule will incorporate the name of the FAA check airman and will identify each pilot receiving the NATOPS check flight with the remark "NATOPS/type check." The FAA examiner will not occupy either of the pilot seats. If the FAA examiner is a Reservist, the check flight must be conducted per FAA procedures, without military compensation and in a non-drill status.


S. P. McMULLIN
Deputy

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